
NAVAL AVIATION SYSTEMS TEAM



DATAGRAM

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Configuration/Data Management Division, AIR-1.3.3 **Configuration Management POC:**

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CONFIGURATION MANAGEMENT **NEWS**

CONFIGURATION MANAGEMENT “TIPS”

With the recent introduction of EIA/IS-649, ISO series documents and the single plant process/block change initiative, the challenge to understand current configuration management (CM) trends and effectively implement CM faces each and every one of us. When implemented correctly, CM assists acquisition programs/projects in the following areas:

COST: **CM helps projects stay within budget by ensuring that:**

- a. the cost of any proposed change has been analyzed and both contractor and government are aware of the cost before a decision to implement is made;
- b. unauthorized changes are not made;

c. new project requirements are properly documented and adequately priced;

d. configuration documentation is updated and approved changes are promptly implemented to facilitate subsequent changes.

SCHEDULE: **CM helps keeps projects on schedule by ensuring that:**

- a. unauthorized changes or enhancements are not made;
- b. interface requirements have been addressed in any change impact evaluation, and;
- c. the impact on schedule of any change is considered before a decision to implement is made.

DELIVERY: **CM helps ensure the delivery of products that meet specified performance requirements by:**

- a. controlling changes to the approved configuration documentation;
- b. communicating change status to the change originator; and
- c. performing functional and physical configuration audits.

DOCUMENTATION: CM ensures accurate up-to-date identification documentation (which is key to the maintenance and operation of products) by:

- a. Controlling changes processed against it and implementing formal engineering design release procedures.

INTERFACE: CM ensures that interface requirements are addressed in any change impact analysis and that interface identification documentation reflects the latest approved changes.

NOTE: Almost every contractor and government agency has its own CM “horror story.” And yet CM, when properly implemented, will inhibit such horror stories from occurring.

COMMON ARGUMENTS AGAINST CM
The following are some of the most common arguments used by uninformed program/project managers when program CM requirements are being proposed for an acquisition program/project.

I DON'T NEED CM! This is the usual cry from some who do not want to expend cost and schedule resources to a discipline that is not well understood by them. When this occurs, it is the responsibility of the CM manager to explain the benefits of CM through its numerous functions.

I DON'T SEE ANY VISIBLE RESULTS! The program/project management staff may see no direct benefits from CM. The CM manager must be involved throughout the life cycle of the product to make the benefits of CM more visible.

ITS TOO BURDENSOME! CM is just another overhead discipline requiring numerous forms and complicated procedures that most program/project staff don't understand. Once again, the CM manager must explain how CM can be used to aid the performance of the staff's acquisition management duties.

ITS TOO IDEALISTIC! CM is often seen as a theoretical rather than a practical manufacturing discipline. CM procedures should be made a practical step by step guide for project personnel. The program/project managers CM Plan should clearly outline the duties of CM in such a way that the staff understands its logical role in the development, manufacture, delivery, operation and support of the product(s).

NOTE: CM managers should always remember that all of the above arguments can be easily countered through education and actual project experience rather than through confrontation.

DECENTRALIZATION OF THE COMMAND CHANGE CONTROL BOARD (CCB)

Status Update: The planned decentralization of the CCB has been deferred for approximately one year. It was determined that a postponement would be necessary to allow additional time for AIR-1.3.3, AIR-3.16, AIR-3.1.8 and the TYCOMs to address existing fleet CM problems and to install the Configuration Management Information System (CMIS) automated tools (e.g., Multi-User ECP Automated Review System (MEARS)) required to support a decentralized CCB process. CCB Charters previously granted to PMs will not be rescinded. Instead, the CCB operations and products of these programs will be closely monitored/evaluated by AIR-1.3.3 and AIR-3.1.8 via process metrics.

MEARS: This CMIS tool, is currently being implemented/tested by the SH-60 Program, PMA-299. It is just one of many tools recently selected and implemented to optimize our CM capabilities.

In an effort to familiarize the TEAM to MEARS and expand its application to all programs, the ECP Quality Management Board (QMB) will soon release a MEARS Information Booklet which will provide general information about MEARS, its benefits and how the IPTs can move forward by successfully implementing MEARS within NAVAIR and the PEOs. The following are some of the benefits of MEARS:

- Facilitates global ECP life-cycle visibility and management
- Introduces management expertise early into the technical process during ECP development.
- Ensures supportability/executability, and technical capability/performance are given equal consideration
- Eliminates the massive duplication of paper and associated cost inherent in the current configuration management process.
- Meets the DoD Continuous Acquisition and Life-Cycle Support initiative(s).

NOTE: For additional information, contact Ms. Linda Bushell, AIR-3.1.8 Project Manager, on (703) 604-3099 X6957, DSN 664

MILITARY SPECIFICATIONS AND STANDARDS UPDATE

MIL-STD-2549 (Configuration Management). This (draft) military interface standard, which establishes common government/industry business rules (conceptual schema) for the DOD Automated CMIS, recently completed the standard DOD review/coordination cycle. As a result, over 1200 combined Industry/Government comments have been collected/submitted to the OSD Configuration Management Advisory Group (CMAG) for disposition. This new standard is receiving strong support from both industry and government organizations. It is tentatively scheduled for release at the end of this calendar year.

EIA-IS-649 (Industry Standard for Configuration Management). No change since the last Datagram. This Electronic Industries Association (EIA) interim standard

is still working its way through the American National Standards Institute (ANSI) adoption process.

MIL-STD-973 (Configuration Management). No change since the last Datagram. This military standard is still valid for contractual applications with an approved waiver.

MIL-T-31000 (Technical Data Packages (TDP)). This military specification, which was inadvertently listed in the ASSIST program as being canceled, is still a valid document and will probably be retained for sustaining the TDP acquisition requirements of existing configuration items.

MIL-HDBK-61 (DRAFT) Configuration Management Requirements: This handbook, which will provide program/project managers with guidance for implementing adequate CM programs, is still under development by the OSD CMAG. It is tentatively scheduled to be released concurrently with MIL-STD-2549.

NAVAIRINST 4130.1D (DRAFT) NAVAIR Configuration Management Manual: This Team instruction is currently being updated with the participation of AIR-3.1.8 to reflect the latest acquisition reform and CAO organizational changes. The updated version will also address the CAO's Master Government Furnished Equipment List (MGFEL) process.

MIL-STD-498 Software Development & Documentation: The US Commercial standard J-STD-016-1996 was jointly developed by the Electronic Industries Association (EIA) and the International Association of Electrical and Electronic Engineers (IEEE) to provide US industry the basis to compete nationally and internationally in commercial and government markets. This soon-to-be released standard is the US implementation of the international standard for software life cycle processes, **ISO/IEC 12207**. It is an expansion of the interim software standard, **J-STD-016-1996 (Trial Use Standard which will replace MIL-STD-498)**

MIL-STD-100F Government Drawing Practices:

The DoD is committed to the cancellation of MIL-STD-100, preferably before the end of FY96. The intent of cancellation is to drive the DoD to commercial practices for drawing preparation to the fullest extent practicable. The commercial equivalent to MIL-STD-100 will be identified as **ASME Y14.100M, Engineering Drawing Practices**. However, in those cases where it is required or justifiable that the DoD be the design activity, the proper application of ASME Y14.100M will necessitate a complex, contractual interrelationship of a number of drawing practices standards, military and non-Government.

CCB FORMS

The new CCB Forms are in Microsoft Word 6.0 and available for download from the NAVLAN. Please follow the steps below for access:

1. Under Windows
2. Open the O Drive on your computer
3. Open the MODMASTER Directory
4. Open the FORMS directory
5. Download to appropriate drive/directory

LT. Murphy-Sweet, AIR-3.1.8F, is the POC, 604-3099 X6960, room 400 JP2.

CM TRAINING OPPORTUNITY

Naval Aviation Configuration Management Expertise Development (NACMED)

Sharpen your expertise in configuration management. AIR 1.3.3 and AIR 3.1.8 are sponsoring the four day NACMED course for government employees of the Naval Air Systems Team. If you are involved with aviation configuration management, or associated in any manner with the processing of Engineering Change Proposals to the Central NAVAIR Change Control Board, or an AIR 1.0 certified de-centralized board, you need to

attend this course. **If you are an APML, you are required to have this training to obtain written certification to sign for AIR 3.0 as part of a decentralized CCB.** This course is designed to provide you with a working understanding of aircraft configuration management, to include detailed instruction and workshops in modification planning, budgeting, staffing, approval and implementation processes and procedures employed by NAVAIR.

To attend this course please submit a memorandum to AIR 3.1.8 (or, e-mail to MONTILLAMG.JFK@NAVAIR.MIL), note your supervisor's concurrence in the memo. Concurrently, call Jennifer Aversario (703) 413-3100 to register for a specific class date. Upcoming course dates are: 12-15 August, 16 - 19 September and 23-26 September.

DATA MANAGEMENT (DM) NEWS

DoD 5010.12-M, Procedures for the Acquisition and Management of Technical Data and DoD-HDBK-59 DoD Computer-aided Acquisition and Logistics Support (CALS) Implementation Guide is in the formal coordination cycle for review and comment. These documents will be consolidated into a new DoD Data Management Manual, and may be included in the Defense Acquisition Deskbook. The purpose of the consolidation is to address integrated digital data as the routine data management situation rather than the exception. Also, to recast data management from an emphasis on managing the acquisition of data for placement in repositories to managing the flow of data for IPT decision making. Use of electronic media is the preferred method of data delivery and access. DOD 5000.2R states that new contracts require on-line access to, or delivery of, their programmatic and technical data in digital form, unless analysis shows that life-cycle time or life-cycle costs would be increased by doing so. More on this in the next DATAGRAM.

**ACQUISITION MANAGEMENT SYSTEM
AND DATA REQUIREMENTS CONTROL
LIST (AMSDL)** Latest edition Apr 96

The **AMSDL** lists the data requirements (source documents and data item descriptions (DIDs)) that have been approved for use in defense contracts. ***The restriction of public laws regarding information collection by the Federal Government applies to data acquired under DoD contracts.*** The Office of Management and Budget (OMB) Control Number 0704-0188 has been assigned to all data requirements and source documents listed in the AMSDL.

AMSDL AND DIDs on CD-ROM

A principle goal of the Department of Defense Single Stock Point (DoDSSP) is to offer all of its Standardization Document collection in Portable Document Format (.pdf). The first .pdf product on CD-ROM will be the complete **DID Set** and the **AMSDL** which is scheduled for release in late-summer 1996. More information on this in the next Datagram.

DISPOSITION OF ALL REMAINING APPROVED DIDs must be completed prior to **31 Oct 1996**. The DM Office has issued action to the appropriate competencies to justify retaining their respective DIDs by COB 16 Aug 96. The DIDs proposed for cancellation will be published on the TEAMLINKS BBS and in the next DATAGRAM.

Newly Approved NAVAIR TEAM DIDS

DI-ILSS-81495 - Failure Mode, Effects, and Criticality Analysis Report
(supersedes DI-R-7085A)

DI-RELI-81496 - Reliability Block Diagrams and Mathematical Models Report
(supersedes DI-R-7094)

DI-RELI-81497 - Reliability Prediction and Documentation of supporting data
(supersedes DI-R-7095)

DI-RELI-81498 - Structural Design Criteria Report (Helicopters)
(supersedes DI-S-7122)

DI-MISC-81499 - Packaging Kit Contents List
(supersedes DI-L-7137)

DI-RELI-81500 - Survivability Cost Effectiveness Tradeoff Studies Report
(supersedes DI-R-21498A)

DI-MISC-81511 - Allied Ordnance Publication (AOP-11) Interoperability of North Atlantic Treaty Organization (NATO) Aircraft and Stores

DI-MISC-81512 - Allied Ordnance Publication (AOP-12) Aircraft Stores Interface Manual (ASIM)

DI-CMAN-81516 - As Built Configuration List (ABCL)

Onetime DIDs may be developed if an appropriate DID is not contained in the AMSDL. Onetime DIDs are approved and assigned numbers by the DM office.

Specifications or standards referenced in DIDs can be: **(1)** used if a waiver has been granted, or **(2)** cited as not necessary in block 16 of the CDRL.

DD Form 1423 Contract Data Requirements List (CDRL) is a requirement cited in the DFARs (DFAR 204.7103-1, DFAR 204.7105 and DFAR 215.873(b)). The Acquisition of Technical Data- DFAR 227.7103-1 states that data items shall be listed as a separate contract line item or on an **exhibit** to the contract. The TEAM policy is to list the individual data items on the CDRLs. CDRLs are assigned an exhibit identifier as required in DFAR 204.7105(b).

NAVAIRINST 4200.21C Naval Aviation Systems Team Data Requirements Review Board (DRRB) instruction was approved by AIR-00, 29 June 1995. The DRRB is a forum to review and scrub contract SOWs and data requirements to ensure that SOWs are written in performance based terms. **It is requested that the PMs submit their internal DRRB procedures to AIR-1.3.3 as stated in the instruction.**

APPROVAL OF DON WIDE WAIVERS:

The following documents have been granted DON wide waivers, last revision 15 JUL 96:

MIL-STD-129M	MIL-STD-331
MIL-STD-461D	MIL-STD-462D
MIL-STD-498	MIL-STD-704E
MIL-STD-709	MIL-STD-882
MIL-STD-1316	MIL-STD-1385
MIL-STD-1388-2B	MIL-STD-1397
MIL-STD-1425A	MIL-STD-1512
MIL-STD-1751	MIL-STD-1901
MIL-STD-1911	MIL-STD-2105
MIL-S-901	MIL-D-23140
MIL-I-23659	MIL-M-87268
MIL-D-87269	

ACQUISITION REFORM

Getting Acquisition Help FAST!

To assist our readers in finding useful acquisition information, we are providing the following list of Universal Resource Locators (URLs):

Defense Acquisition Revolution (OSD Page)

<http://www.acq.osd.mil/ar>

(OSD Acquisition Initiatives/Reform)

Navy Acquisition Reform:

<http://www.acq-ref.navy.mil/>

(Navy Acquisition Initiatives and Policies)

Federal Acquisition Reform Net:

<http://www-far.npr.gov/>

(Acquisition Best Practices)

To use these listing, you need software such as Netscape or Mosaic.